

315

SECRET/SECURITY INFORMATION

-2-

From 1943 on there was again a sharp decrease in shipments, which amounted to only 5.6 million tons in 1949. In 1950 when Reydtanker started to ship Tuymazy crude oil, the shipments increased again to a total of 6.4 million tons. The transport plan for Reydtanker set a figure of 6.8 million tons for 1951. It should be noted that the Five-Year Plan 1946-1951 did not envisage the attainment of prewar oil production, and [ ] there was no indication that the shipments of Reydtanker would increase in 1952 and subsequent years. To sum up, the following table can be set up. The figures are in million tons of POL products shipped:

Annual capacity	8.5
1938	8
1941	4.5
1943	8.5-9
1949	5.6
1950	6.4
1951 (Plan)	6.8

- (b) KaspTanker. The oil transport capacity of this company is approximately nine million tons per navigational year. In the postwar years fluctuations in this company's shipments were similar to those of Reydtanker. An interesting point is that after WW II the reduced needs in oil shipments led to the conversion of some oil tankers into dry cargo freighters. [ ] this was done with the 1,500-ton tanker Na Vakhte and some others.

- (c) VolgaTanker. The physical transport capacity of this oil company is well above that of Reydtanker and it has better tug-boats and barges. The actual capacity, however, is lower than Reydtanker's because of certain navigational difficulties over the one thousand km route of VolgaTanker and because its navigation season is only from the end of April to the beginning of November.

#### Breakdown of Reydtanker Shipments

3. In general the annual navigation transport plan has to satisfy the requirements set by the national Five-Year Plan and the annual production plan. On the basis of the annual transport plan, prepared by the Ministry of the Merchant Fleet, the ~~Chief Directorate~~ of the Petroleum Shipping Fleet (GlavNefteFlot) prepares quarterly transport plans for oil products, assigning quotas to the individual tankers and barges. [ ]

4. It must be emphasized, however, that all these shipping plans exist merely on paper and that they are constantly violated. In most cases it is either the Ministry of the Merchant Fleet itself or the ~~Chief Directorate~~ for Oil Distribution (GlavNefteSbyt) which, in complete disregard of established and approved plans, requests priority for gasoline shipments. As a consequence, the transport of dark oil products is usually lagging.

5. In 1950 Reydtanker transported 6.4 million tons of petroleum products to Astrakhan and Gur'yev. In the plan for 1951 the following quantities, given in million tons, were foreseen: [ ]

SECRET

SECRET/SECURITY INFORMATION

25X1A

-3-

- (a) Ethyl Gasoline 1  
50% B-100 and 50% B-70 gasoline  
First priority shipments
- (b) Kerosene 0.9  
Transported mostly at the beginning and  
end of navigation season because it is  
needed for agriculture
- (c) Ligroin 1  
Transport time is the same as for kerosene
- (d) Mazut (all types) 1.1  
Sharp increase in transport usually at the  
end of navigation period to create stocks for  
winter operations when shipments are stopped
- (e) Oils (all types) 0.5

The breakdown on oils was as follows:

Turbine oil	5%
Aviation oil	5%
Automobile oil	45%
Diesel oils	45%

- (f) Diesel Fuels (all types) 1.2

The breakdown was as follows:

Solar oil	40% or 0.48 mil tons
Heavy Diesel fuel "T"	15% or 0.18 mil tons
Medium Diesel fuel "S"	30% or 0.36 mil tons
Light Diesel fuel "L"	15% or 0.18 mil tons

- (g) Gas Oil 0.3
- (h) Tuymazy crude oil 0.8  
(Carried on return trips)

6. I have the following information on petroleum shipments which do not originate in the Volga-Caspian region:

- (a) Some shipments come to the USSR from Rumania [redacted] 25X1  
any information on quantities or types, [redacted] 25X1  
these shipments are carried by the Soviet or by the Rumanian  
fleet. [redacted] however, that from 1945 on, a number of  
captains, engineers, and radio operators from Reydtanker were  
sent periodically to the Danubian Soviet State Shipping Company  
in Izmail. According to rumors, these people were sent to train  
local personnel in petroleum shipping tasks, and to organize the  
transports. After two or three years the Reydtanker personnel  
returned to their former functions and other people were sent to  
replace them in Izmail.
- (b) [redacted] Information on petroleum shipments up the Danube to  
Reni.
- (c) As far [redacted] no Soviet petroleum shipments are made to  
Eastern Germany. The origin of POL supplies in Eastern Germany  
is unknown to me.

SECRET